



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Alameda Countywide Bicycle Plan Update  
ACTAC Workshop Meeting  
Meeting Agenda**

**(Note Regular 11:30 a.m. Meeting Time)**

**Tuesday, May 2, 2006**  
**11:30 a.m. to 1:30 p.m. (lunch will be provided)**  
Alameda County CMA  
1333 Broadway, Suite 220  
Oakland, CA 94612

<b>1. Introductions &amp; Sign-In</b>	<b>11:30 a.m.</b>
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<b>2. Review Financially Constrained Network And High Priority Projects*</b>	<b>Action</b>	<b>11:35 a.m.</b>
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ACTAC is requested to approve the attached financially constrained network and the draft high priority project list shown in Tables 1 and 2. Comments received since the last meeting were incorporated into the tables. The maps supporting the tables will be posted on the CMA's website by Monday, May 1<sup>st</sup> at <http://www.accma.ca.gov/pages/taskforce.shtml>. Maps will also be available at the meeting. Table 2 shows the draft list of high priority projects totaling 26 miles of facilities at a cost of \$33 million. It is anticipated that jurisdictions will submit these projects when the CMA issues a "Call For Projects" for bicycle and pedestrian projects in the future.

<b>3. Review Draft Chapters 3 and 5**</b>	<b>Discussion/Action</b>	<b>12:00 p.m.</b>
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Chapters 3 and 5 of the 2001 Countywide Bicycle Plan are being revised to reflect network and policy changes discussed by the group. The chapters will be distributed at the meeting along with report quality maps for review and comment. Comments will be due May 15<sup>th</sup>, 2006. The group's comments will be incorporated as appropriate and the draft chapters presented to ACTAC at their regularly scheduled June meeting. ACTAC's comments will be forwarded to the Plans and Programs Committee and the Board at their June meetings. It is anticipated that a final report will be presented to ACTAC and the Board in July.

<b>4. Transit Priority Zones Definition and Criteria*</b>	<b>Action</b>	<b>12:30 p.m.</b>
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ACTAC is requested to approve the revised priority transit zone criteria. The revisions are based on input from ACTAC at the April 4<sup>th</sup> meeting and are attached.

**5. Criteria For Maintenance****and Rehabilitation of Existing System\*****Action****12:40 p.m.**

ACTAC is requested to approve the attached approach for defining Vision, Financially Constrained, and High Priority projects for Maintenance and Rehabilitation of Existing System. Comments from the meeting were incorporated, including clarifying that this program is intended for on-street facilities and identifying maintenance and rehabilitation of non-street bicycle facilities, trails, and bicycle stations as outstanding issues to be addressed in the next update.

**6. Update on Routine Accommodation****Discussion/Action****12:50 p.m.**

Because transportation funding is limited, the CMA recommends that routine accommodation for bicycles and pedestrians first occur on transportation projects where the facility has been identified as a priority in an adopted local, countywide, or regional bicycle or pedestrian plan. The CMA recommends that the following policy be included in the 2006 Countywide Bicycle Plan. It is based on the U.S. DOT's "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach." The recommended policy would state: "Bicycle transportation facilities and pedestrian walkways shall be considered in conjunction with new construction and reconstruction of transportation projects for all transportation projects that are on a local, countywide or regional bicycle or pedestrian plans."

**7. Next Meeting**

The next meeting will be at the regularly scheduled ACTAC meeting on June 6, 2006 at 1:30 p.m. Please note that ACTIA has requested that this group meet on June 6, 2006 before the ACTAC meeting to discuss the Countywide Pedestrian Plan.

\* Indicates there is an attachment for this item.

\*\* Indicates handouts will be distributed at the meeting.



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*May 2, 2006  
Agenda Item 2.0*

**Memorandum**

**Date:** April 25, 2006  
**To:** ACTAC  
**From:** Beth Walukas, Senior Transportation Planner  
**Subject:** Alameda Countywide Bicycle Plan Update – Revised Financially Constrained and Vision Network and High Priority Projects

**Action Requested**

ACTAC is requested to approve the attached financially constrained network and the draft high priority project list shown in Tables 1 and 2. Comments received since the last meeting were incorporated into the tables. The maps supporting the tables will be posted on the CMA's website by Monday, May 1<sup>st</sup> at <http://www.accma.ca.gov/pages/taskforce.shtml>. Maps will also be available at the meeting. Table 2 shows the draft list of high priority projects totaling 26 miles of facilities at a cost of \$33 million. It is anticipated that jurisdictions will submit these projects when the CMA issues a "Call For Projects" for bicycle and pedestrian projects in the future.

**Next Steps**

Update Chapters 3 and 5. Produce draft maps.

**Discussion**

Table 1 shows the revised list of Financially Constrained projects and corridors. The maps depicting the Vision and Financially Constrained corridors will be available at the meeting and on the CMA's website. The revised Financially Constrained list totals \$65 million. The revenue estimate for the next 25 years is \$60 to 62 million. Some project sponsors identified secured funding or indicated that funding was already identified for specific project segments. Approximately \$7 million of secured funding was identified, which could reduce the cost of the Financially Constrained network to about \$58 million.

Jurisdictions were requested to identify their highest priority project from the Financially Constrained list of projects. If a jurisdiction's projects on the Financially Constrained list were either completed or funded, they were able to identify a substitute project from the Vision network. Table 2 shows the draft list of high priority projects totaling 26 miles of facilities at a

cost of \$33 million. It is anticipated that jurisdictions will use discretionary funding over which the CMA has control to fund the high priority projects shown on Table 2. This would mean that for the next call for projects, these projects will be the ones that are submitted for funding by the jurisdictions. A second highest priority project list was also developed, so that when the highest priority project is completed another project can be put forward.

**Table 1. Financially Constrained Network By Project, Percent Complete and Remaining Project Cost (in 2005\$)**

revised April 28, 2006

Project	Name	Jurisdiction	Project Segments	Length Built	Length Unbuilt	Total Length	Remaining Project Cost	Secured Funding	Total Remaining Project Cost
				(miles)	(miles)	(miles)	(millions\$)	(millions\$)	(millions\$)
Corridor 5 - North									
Project 1	Bay Trail-Northern Alameda Co	Albany to Oakland	AA - BI1	29.3	3.1	32.4	\$2.6	\$0.0	\$2.6
Project 41	Damon Slough Bridge	Oakland	All	0.1	0.0	0.1	\$0.0	\$0.0	\$0.0
Project 42	San Leandro Slough Bridge	San Leandro	All	0.0	0.1	0.1	\$3.1	\$0.0	\$3.1
Project 56	Shellmound/Horton Bridge	Emeryville	All	0.0	0.3	0.3	\$7.8	\$0.0	\$7.8
sub-total				29.4	3.5	32.9	\$13.5	\$0.0	\$13.5
Corridor 10 - East/West									
Project 3	Redwood-Fruitvale-Broadway	Oakland to Alameda	E - P	0.3	2.5	2.8	\$2.8	\$0.0	\$2.8
sub-total				0.3	2.5	2.8	\$2.8	\$0.0	\$2.8
Corridor 15 - North/South									
Project 4	Alameda-Doolittle-Lewelling	Alameda to San Leandro	A - Z3	5.9	10.0	15.9	\$7.6	\$0.8	\$6.8
sub-total				5.9	10.0	15.9	\$7.6	\$0.8	\$6.8
Corridor 25 - North/South									
Project 9	South I-880 Corridor	San Leandro to Fremont	CA - KH	15.2	9.0	24.2	\$2.2	\$0.0	\$2.2
Project 58	South I-880 Corridor	Fremont to Santa Clara	All	0.0	3.8	3.8	\$0.9	\$0.0	\$0.9
sub-total				15.2	12.8	28.0	\$3.1	\$0.0	\$3.1
Corridor 30 - East/West									
Project 10	Davis-Estudillo-Crow Canyon	San Leandro to Castro Valley	AA - AP	2.4	6.5	8.9	\$2.8	\$1.5	\$1.3
Project 26	Skyline-Palomares	Castro Valley	BB - BJ	1.9	2.7	4.6	\$0.8	\$0.0	\$0.8
sub-total				4.3	9.2	13.5	\$3.6	\$1.5	\$2.1
Corridor 35 - North/South									
Project 11	I-580 Foothills - North County	Albany to Oakland	AA - BE	8.4	2.6	11.0	\$1.6	\$0.4	\$1.2
Project 12	I-580 Foothills - MacArthur Blvd	Oakland	All	0.9	3.2	4.1	\$2.3	\$0.0	\$2.3
Project 13	I-580 Foothills - South County	Oakland to Fremont	CI - JW	22.6	9.1	31.7	\$2.9	\$0.0	\$2.9
sub-total				31.9	14.9	46.8	\$6.8	\$0.4	\$6.4
Central/East County East/West: Corridor 40									
Project 14	Highway 92 Corridor	Hayward to County	All	2.0	5.8	7.8	\$2.3	\$0.0	\$2.3
Project 15	E. Castro Valley BI-Dublin Can	County to Dublin	All	4.0	8.0	12.0	\$5.0	\$1.6	\$3.4
Project 16	Dublin Blvd. Extension	Dublin to County	All	0.0	2.7	2.7	\$1.0	\$1.0	\$0.0
Project 17	Collier Canyon-N. Canyons Pkw	County to Livermore	All	1.1	0.7	1.8	\$0.1	\$0.0	\$0.1
sub-total				7.1	17.2	24.3	\$8.4	\$2.6	\$5.8

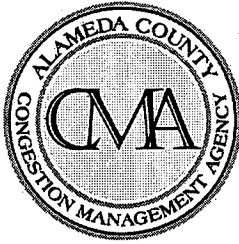
Project	Name	Jurisdiction	Project Segments	Length Built (miles)	Length Unbuilt (miles)	Total Length (miles)	Remaining Project Cost (millions\$)	Secured Funding (millions\$)	Total Remaining Project Cost (millions\$)
<b>North County East/West: Corridor 45</b>									
Project 22	Highway 13 Corridor	Emeryville to Oakland	AC - AI	1.6	2.1	3.7	\$0.2	\$0.0	\$0.2
Project 46	Bike/Ped Overcrossing	Emeryville	All	0.0	0.3	0.3	\$7.8	\$1.0	\$6.8
	<b>sub-total</b>			<b>1.6</b>	<b>2.4</b>	<b>4.0</b>	<b>\$8.0</b>	<b>\$1.0</b>	<b>\$7.0</b>
<b>Tri Valley Loop: Portions of Corridors 50/60/75/80/85</b>									
Project 27	Stanley-East Ave	Pleasanton to County	AE - BA	1.0	1.9	2.9	\$0.1	\$0.0	\$0.1
Project 38	Main Street to Iron Horse	Pleasanton to County	AE - AH	0.0	2.1	2.1	\$0.5	\$0.0	\$0.5
Project 34	Iron Horse Trail	Dublin to Pleasanton	All	3.5	4.5	8.0	\$3.5	\$0.9	\$2.6
Project 37	Vallecitos Road	Livermore	BC - TB2	6.2	2.1	8.3	\$3.5	\$0.0	\$3.5
Project 35	Iron Horse Trail	Livermore	TD	0.0	2.4	2.4	\$1.9	\$0.0	\$1.9
	<b>sub-total</b>			<b>10.7</b>	<b>13.0</b>	<b>23.7</b>	<b>\$9.5</b>	<b>\$0.9</b>	<b>\$8.6</b>
<b>South County East/West: Corridor A</b>									
Project 57	Central Fremont	Fremont	All	0.0	5.4	5.4	\$0.2	\$0.0	\$0.2
	<b>sub-total</b>			<b>0.0</b>	<b>5.4</b>	<b>5.4</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.2</b>
<b>South County East/West: Corridor 80</b>									
Project 36	Paseo Padre	Fremont east west	AD - AJ	2.8	0.6	3.4	\$0.2	\$0.0	\$0.2
	<b>sub-total</b>			<b>2.8</b>	<b>0.6</b>	<b>3.4</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.2</b>
<b>North County East/West: Corridor C</b>									
Project 59	Buchanan/Marin	Albany/Berkeley	All	1.5	0.9	2.4	\$1.1	\$0.0	\$1.1
	<b>sub-total</b>			<b>1.5</b>	<b>0.9</b>	<b>2.4</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>\$1.1</b>
<b>Grand Total</b>				<b>109.2</b>	<b>91.5</b>	<b>200.7</b>	<b>\$64.8</b>	<b>\$7.2</b>	<b>\$57.6</b>

Table 2. Draft Highest and Next Highest Priority Projects by Jurisdiction (revised April 28, 2006)											
								Length			
#	Project	Segment	Corridor	City	Roadway	Route From	Route To	Miles	Status	Bikeway Type	Cost
											Less Secured Funding
59	Buchanan - Marin (1)	A	C	Albany	Buchanan Street	Buchanan St overcross	San Pablo Avenue	0.6	Proposed	Class 1 Bike Path	\$1,100,000
11	Northern Alameda County - I-580/Foothills (2)	AC	35	Berkeley	Virginia	Acton/Ohlone Trail	Milvia	0.72	Existing	Class 3 - Residential Street	\$356,318
11	Northern Alameda County - I-580/Foothills (3)	AB	35	Berkeley	Ohlone Greenway	Albany/Berkeley city limit	Virginia	0.72	Existing	Class 1 - Bike Trail	\$356,318
56	Emeryville bike/ped Bridge (4)	AA	5	Emeryville	New overcrossing	Shellmound	Horton	0.3	Proposed	Class 1 - new overpass	\$6,800,000
7	Oakland I-880 Corridor (5)	BC	25	Oakland	E. 12th Street	First Ave	Fruitvale	2.50	Proposed	Class 2 - Bike Lane	\$1,290,000
7	Oakland I-880 Corridor (6)	SPR1C	25	Oakland	Market Street	61st Street	Adeline	0.35	Proposed	Class 2 - Bike Lane	\$169,925
4	Alameda - Doolittle - Lewelling (7)	A-D	15	Alameda	Atlantic/Appenzato	Ferry Point	Tilden Way	3.6	Proposed	To Be Determined	\$3,605,000
1	Bay Trail - Northern Alameda County (8)	BI	5	San Leandro	Bay Trail	Marina Blvd	Fairway Drive	0.40	Proposed	Class 1 - Bike Trail	\$1,200,000
42	San Leandro Slough Bridge (9)	BF	5	ABAG	bike/ped bridge	slough-n	slough-s	0.06	Proposed	New Bike/Ped Bridge	\$3,100,000
4	Alameda - Doolittle - Lewelling (10)	Z1-Z2	15	County	Lewelling	Hesperian	E.14th	1.40	Proposed	Class 2 - Bike Lane	\$1,787,500
13	Central County - I-580/Foothills (11)	JC2	35	Hayward	Industrial	Dixon	Mission	0.30	Proposed	Class 1 - Bike Trail	\$500,000
2	Southern Alameda County I-880 Corridor (12)	BJ	5	EB-UC-Hywd	Bay Trail	Eden Landing Pres	Alameda Creek Br.	3.0	Proposed	Class I-Bike Trail	\$1,900,000
58	Fremont -Santa Clara (13)	A	B	Fremont	Fremont Blvd	South Grimmer	Santa Clara County L	3.8	Proposed	Class 2 - Bike Lane	\$850,000
55	Alamo Canal-580/680 Connector (14)	AA	65	Dublin	Alamo Canal Trail	San Ramon Creek Tr	Alamo Canal Trail	0.20	Proposed	Class 1 - Bike Trail	\$2,500,000
34	Iron Horse Trail (15)	TB	75	Pleasanton	Iron Horse Trail	I-580	Pleasanton city limit	4.5	Proposed	Class 1 - Bike Trail	\$3,098,040
37	Vallecitos Road (16)	TB-2	80	Livermore	Isabel Parkway Trail	Jack London Blvd	North Canyons Parkw	1.5	Proposed	Class 1 - Bike Trail	\$3,300,000
9	Southern Alameda County I-880 Corridor (17)	JE-JG	25	Union City	Union City Blvd	Horner	Alameda Creek Br.	2.5	Proposed	Class 2 - Bike Lane	\$907,800
								26.45		Total	\$32,820,901
(1) Added to Financially Constrained network, subtracted out \$400K in funded projects											
(2) On Financially Constrained Network											
(3) On Financially Constrained Network											
(4) On Financially Constrained Network. Assume \$1 million in secured funding.											
(5) Substitution, funded an equivalent in other projects											
(6) Substitution, funded an equivalent in other projects											
(7) On Financially Constrained Network											
(8), (9) Added to Financially Constrained network, subtracted out \$2.3 million in funded projects											
(10) Added to Financially Constrained network, completes Corridor 15											
(11) On Financially Constrained Network											
(12) Substitution for EBRPD. Assumes \$1 million in secured funding.											
(13) On Financially Constrained Network											
(14) Substitution all other FC segments either exist or are funded. Assumes \$926,000 in secured funding.											
(15) On Financially Constrained Network											
(16) On Financially Constrained Network											
(17) On Financially Constrained Network											

**Table 2. Draft Highest and Next Highest Priority Projects by Jurisdiction (revised April 28, 2006)**

								Length			
#	Project	Segment	Corridor	City	Roadway	Route From	Route To	Miles	Status	Bikeway Type	Cost
Next Highest Priority											
1	Bay Trail - Northern Alameda County (1)	AB	5	Albany	Bay Trail	Buchanan	Gilman around GG Fi	1.4	Proposed	Class 1 - Bike Trail	\$1,100,000
11	Northern Alameda County - I-580/Foothills (2)	AH	35	Berkeley	Hillegass	Dwight Way	Woolsey	0.9	Existing	Class 3 - Residential Stre	\$384,948
46	Emeryville Ped/Bike Overcrossing (3)	AA	5	Emeryville	Emeryville overcross	Bay Trail	Shellmound	0.3	Proposed	New Overpass	\$7,800,936
7	Oakland I-880 Corridor (4)	SPR6	25	Oakland	West Grand Ave	Market St	Bay Bridge	1.70	Proposed	Class 2 - Bike Lane	\$117,218
3	Fruitvale - Broadway (5)	K	10	Oakland	E 12th St	34th Ave	Fruitvale Ave	0.18	Proposed	Class 2 - Bike Lane	\$254,206
8	BART Trail/San Leandro St (6)	BM	25	Oakland	12th St	34th St	54th St	1.10	Proposed	Class 3 - Bike Route	\$76,000
8	BART Trail/Western Blvd (7)	BL	25	San Leandro	Trail on UPRR/BART	San Leandro city limit	Sunset Blvd	5.10	Proposed	Class 1 - Bike Trail	\$9,000,000
15	E Castro Valley Blvd - Dublin Canyon (8)	BG	40	Unincorporate	Castro Valley Blvd	Five Canyons Pkwy	Villareal	0.9	Proposed	Class 2 - Bike Lane	\$2,000,000
13	Southern Alameda County - I-580 - Foothills (9)	DB-DE	35	Unincorporate	Foothill Blvd	Fairmont Blvd	Miramar	1.2	Proposed	Class 2 - Bike Lane	\$400,000
13	Southern Alameda County - I-580 - Foothills (11)	JE	35	UC-Hywd	Mission Blvd	Gresel	Decoto	1.4	Proposed	Class 2-Bike Lane	\$481,000
57	Fremont Central - Peralta (12)	B-E	A	Fremont	Central	I-880	Mission	4.0	Proposed	Class 2 - Bike Lane	\$184,000
36	Alvarado - Niles - Niles Canyon (13)	AD	80	Fremont	Paseo Padre Pkwy	Ardenwood Blvd	200' E of Tupelo Ter	0.2	Proposed	Class 2 - Bike Lane	\$76,190
36	Alvarado - Niles - Niles Canyon (14)	AF	80	Fremont	Paseo Padre Pkwy	Capulet	Deep Creek	0.13	Proposed	Class 2 - Bike Lane	\$47,620
36	Alvarado - Niles - Niles Canyon (15)	AG	80	Fremont	Paseo Padre Pkwy	Deep Creek	Touchstone	0.13	Proposed	Class 2 - Bike Lane	\$47,620
36	Alvarado - Niles - Niles Canyon (16)	AI	80	Fremont	Paseo Padre Pkwy	200' W of Milton	Milton	0.1	Proposed	Class 2 - Bike Lane	\$38,095
36	Alvarado - Niles - Niles Canyon (17)	AK	80	Fremont	Decoto Rd	Paseo Padre Pkwy	Alameda creek bridge	0.15	Proposed	Class 2 - Bike Lane	\$57,143
35	Iron Horse Trail (18)	TD	75	Liv/EBRPD	Iron Horse Trail	Livermore City Limits	Junction	2.4	Proposed	Class 1 - Bike Trail	\$1,879,488
5	73rd Avenue - Hegenberger (19)	SPR1A		Oakland	Coliseum BART to B	Hegenberger/Coliseu	Bay Trail	0.80	Proposed	Class 1 - Bike Trail	\$626,496
5	73rd Avenue - Hegenberger (20)	SPR1B		Oakland	66th Street overcross	east side of I-880	west side of I-880	0.10	Proposed	ss 1 - Improved Underp	\$1,560,312
								22.19		Total	\$26,131,272
(1) On Financially Constrained Network											
(2) On Financially Constrained Network											
(3) On Financially Constrained Network											
(4) Substitution, funded an equivalent in other projects											
(5) On Financially Constrained Network											
(6) Substitution, funded an equivalent in other projects											
(7) Requested substitution by San Leandro, all projects in San Leandro funded or complete, not on Financially Constrained network and is multi jurisdictional											
(8) On Financially Constrained Network											
(9) On Financially Constrained Network											
(10) On Financially Constrained Network											
(11) On Financially Constrained Network											
(12) On Financially Constrained Network											
(13) On Financially Constrained Network											
(14) On Financially Constrained Network											
(15) On Financially Constrained Network											
(16) On Financially Constrained Network											
(17) On Financially Constrained Network											
(18) On Financially Constrained Network											
(19) Substitution for ABAG, not on Financially Constrained Network											
(20) Substitution for ABAG, not on Financially Constrained Network											





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May 2, 2006  
Agenda Item 4.0

**Memorandum**

**Date:** April 25, 2006  
**To:** ACTAC  
**From:** Beth Walukas, Senior Transportation Planner  
**Subject:** Alameda Countywide Bicycle Plan Update – Transit Priority Zone Definition and Criteria

**Action Requested**

ACTAC is requested to approve the revised priority transit zone criteria. The revisions are based on input from ACTAC at the April 4<sup>th</sup> meeting.

**Next Steps**

Include definition and criteria in updated Bicycle Plan.

**Discussion**

*Definition of Transit Priority Zones*

The objective is to improve connections between bicyclists and transit in Alameda County. This would be accomplished by improving connections to transit stations and improving connections to buses on trunkline service routes at major transfer points<sup>1</sup>. The Countywide bicycle network should try to have at least one direct connection to every major transit and hub with a focus on hubs, stations and terminals that have multiple types of transit or demonstrate high demand for bicycle use. Ideally, the bicycle connection should provide direct access from all four quadrants to the periphery of the transit hub, station, or terminal. Implementation of improvements on transit district property would be the responsibility of the transit district and improvements on jurisdictional roadways would be the responsibility of the jurisdictions. Types of projects that would be considered for promoting bicycle access to transit hubs, stations, and terminals and intermodal connections between bikes and other transit connections are:

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<sup>1</sup> AC Transit has identified the following as trunkline transfer points: BART stations, Solano/San Pablo Avenue, University/San Pablo Avenue, 40<sup>th</sup>/San Pablo Avenue, MacArthur/Broadway, Webster/Santa Clara, Park/Santa Clara, Fruitvale/MacArthur, 73<sup>rd</sup>/MacArthur, 73<sup>rd</sup>/International, Chabot College, Union Landing Transit Center, Ardenwood Park and Ride, Lido Faire Shopping Center, Ohlone College. LAVTA and UC Transit will be contacted to determine the location of their trunkline transfer points.

- Development of on-street bikeways to provide continuous entry to the transit hub, station or terminal.
- Development of multi-use facilities to provide continuous entry to the transit hub, station or terminal.
- Upgrades to streets with existing bikeways to improve bicycle access (i.e., upgrades to rail crossings and street pavement conditions)
- Bicycle parking and storage
- New or retimed traffic signals
- Station pathfinder or wayfinding signs
- Stair channels
- Racks on buses and at bus stops
- Traffic safety and personal security projects

### **Estimated Available Revenues**

Financially Constrained Revenues: \$10 million over the next 25 years

High Priority Project Revenues: \$1.5 million over the next 4 years

The available revenue estimate is not intended to be a cap, but a guideline. The Plan is being revised to state that some future revenues should be available through the Bike Plan for improving connections between bicycles and transit. The countywide amount and total need has not been identified and will not be addressed as part of this update. It will be defined further in future updates. Between now and the next update, the types of projects completed under this category will be monitored and used as input into the next update process. It appears, however, that this category is most likely to have projects that serve both bicycle and pedestrian needs, so every opportunity should be taken to combine projects and leverage funding if applicable.

### **Prioritization Criteria**

Because the amount of revenue identified is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. The following criteria include ACTAC's suggestions from their March 7<sup>th</sup> meeting.

#### *General*

1. Project must be ready (e.g., has community and other agency support, fully funded, not dependent on another project, environmentally cleared. Project readiness is more precisely defined by funding source.)
2. Project meets the definition of a Priority Transit Zone as defined in the Alameda Countywide Bicycle Plan (e.g., improves connections to transit)
3. Project results in a usable segment or defined facility (e.g., bike lockers, bike parking, bike racks, signing, stair channels, etc...)

#### *For Bikeway projects:*

4. If project is not on a transit district property, it has the support of the local jurisdiction in which it is located.

5. Project provides at least one safe, convenient route to a transit station/hub. Highest priority would be for connecting from a countywide corridor. Next highest priority would be from route on a local network.
6. Project provides uninterrupted access and entry to the transit station/hub or improves access (e.g., upgrades to rail crossings for which the jurisdiction has control of and street pavement).
7. Project serves a transit station/hub with the highest existing or potential demand for bicyclists or, if a BART station, is identified in the most recent BART Bicycle Access and Parking Plan as a priority station.

*For Infrastructure projects:*

8. Project serves a transit station/hub with the highest existing or potential demand for bicyclists or, if a BART station, is identified in the most recent BART Bicycle Access and Parking Plan as a priority station.

*For Bicycle Parking/Storage projects:*

9. Project provides adequate facilities (e.g., parking, storage, racks) to meet demand plus 10 percent.
10. Project serves a transit station/hub with the highest existing or potential demand for bicyclists or, if a BART station, is identified in the most recent BART Bicycle Access and Parking Plan as a priority station.
11. If project is not on a transit district property, it has the support of the local jurisdiction in which it is located.

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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May 2, 2006  
Agenda Item 5.0

**Memorandum**

**Date:** April 25, 2006  
**To:** ACTAC  
**From:** Beth Walukas, Senior Transportation Planner  
**Subject:** Alameda Countywide Bicycle Plan Update – Maintenance and Rehabilitation of Existing On-Street Bicycle Network Definition and Criteria

**Action Requested**

ACTAC is requested to approve the attached approach for defining Vision, Financially Constrained, and High Priority projects for Maintenance and Rehabilitation of Existing System. Comments from the meeting were incorporated, including clarifying that this program is intended for on-street facilities and identifying maintenance and rehabilitation of non-street bicycle facilities, trails, and bicycle stations as outstanding issues to be addressed in the next update.

**Next Steps**

Include definition and criteria in updated Bicycle Plan.

**Discussion**

*Definition of Maintenance and Rehabilitation of the On-Street Existing Bicycle System*

The objective is to provide additional means of maintaining existing on-street bicycle facilities on the Countywide Bicycle Plan network by identifying funds for this purpose. When possible, existing on-street bicycle facilities on the Countywide Bicycle network should be rehabilitated concurrently with a roadway rehabilitation project on the same roadway. In instances where there are not enough funds to rehabilitate the existing bicycle facility at the same time, these funds would be available to supplement roadway rehabilitation funds for projects that meet the criteria. Maintenance and rehabilitation would be the responsibility of the jurisdictions. It is recognized that there are other bicycle maintenance and rehabilitation needs that need to be addressed. These are identified as outstanding issues below.

**Estimated Available Revenues**

Financially Constrained Revenues: \$10 million over the next 25 years

High Priority Project Revenues: \$1.5 million over the next 4 years

The available revenue estimate is not intended to be a cap, but a guideline. The Plan will be revised to state that some future revenues should be available through the Bike Plan for maintaining and rehabilitating Vision network bicycle facilities. The countywide amount and total need has not been identified and will not be addressed as part of this update. It will be defined further in future updates. Between now and the next update, the types of projects completed under this category will be monitored and used as input into the next update process.

### **Prioritization Criteria**

Because the amount of revenue identified is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

1. Project is an existing bicycle facility on the Vision network of the Alameda Countywide Bicycle Network.
2. Project must be ready (e.g., has community and other agency support, fully funded, not dependent on another project, environmentally cleared. Project readiness is more precisely defined by funding source.)
3. Project results in improving a usable segment (e.g., extends pavement to from road to edge, removes a roadway barrier to bicycle travel)
4. Project extends the service life of an existing segment and is not a routine maintenance project
5. Project serves a roadway with the highest existing or potential demand for bicyclists.

### **Outstanding Issues**

The following issues regarding maintenance and rehabilitation of other bicycle transportation needs should be identified in the report. They are:

- Non-road facility maintenance and rehabilitation, such as bike lockers, racks, etc.
- Bicycle station operations funds
- Trail maintenance and rehabilitation